

## NIAGARA'S NEW BRIDGE.

**It Will Be One of the Wonders of the World.**

The new metal arch-bridge at Niagara Falls will be noteworthy in two respects. The new bridge is to be built over the old suspension structure, without interruption to traffic on the latter. The span from end pier to end pier will be 240 feet, making it the largest arch span in the world.

The suspension bridge now in use which has been familiar to all visitors to the great natural wonder for forty years, will be kept in place until the new arch is ready, as it would be impossible to construct false works over the Niagara gorge to sustain a structure of this class.

The span will have a rise of 150 feet from the level of the piers at the skew-backs to the center of the ribs at the crane of the arch, which point is 170 feet above low water. The depth of the trusses is 26 feet, and they will be 68.7 inches apart. The bridge will carry one floor, 46 feet wide, divided longitudinally into three parts. On the middle portion, which is 22 feet 9 inches wide, will be two trolley tracks. Each side of these tracks will be a roadway for carriages 8 feet wide and outside of these, raised 6 inches from the level of the roadway, will be the footpaths.

The construction of this remarkable span is from plans of L. B. Buck, engineer of the new East River bridge between New York and Brooklyn, and the author of the plans by which the railroad suspension bridge at Niagara was replaced by an arched bridge.

The approaching or flanking spans will be 190 feet long on the American side and 210 feet on the Canadian side. The total metal in the new structure will be about 4,000,000,000 pounds. Every confidence is expressed in Mr. Buck's ability to carry out his plans. The replacing of the railroad bridge by another without an hour's interruption of business was one of the engineering feats of the decade.

Those who have not seen the great structure at Niagara which it is intended to replace will hardly realize the stupendous character of the undertaking. Imagine the task of replacing the simplest sort of bridge without interrupting traffic, and then add about 1,000 per cent to the difficulty. This will give something of an idea of what confronts engineers and builders.

In an undertaking of this nature the slightest error might be productive of infinite disaster. Every measurement must be accurate to a hair's breadth. Every portion of the great arch must perform its particular share of the great combination that will be one of the marvels of the world.

All that is done must be accomplished quickly, for in affairs of this nature time is, indeed, money. Every man who can be utilized will join the army of construction. Perhaps no work of recent years has required, or will yet need, more skilled labor. In fact, in bridge building it is becoming unsafe to utilize labor of any other class. The bridge, when complete, will in truth be a work of genius in point of construction, as well as point of conception.

The work of preparing the material for the great structure has been in progress for some time, as little can be accomplished in an enterprise of this nature until the preliminaries are completed. When the effort of placing the different parts of the bridge is begun Niagara will be one of the busiest of busy places.—Railroad Gazette.

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People still like to be humbugged, and circuses are scarce.